

**REQUEST FOR PROPOSALS**  
**For**  
**Design Services for**  
**Interstate 580 HOV Lane Project**  
**in Alameda County**

**RFP A05-002**

*Issued by:*

Alameda County Congestion Management Agency

**RESPONSES DUE:**

**4:00 PM, March 2, 2005**

Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

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**1.0 INTRODUCTION**

The Alameda County Congestion Management Agency (ACCMA) is responsible for planning, programming, and coordinating Federal, State, and Regional funds for transportation projects within Alameda County. Over the last few years, ACCMA has partnered with other state and local agencies and taken on additional responsibilities in the delivery of priority projects on and off the State Highway System. As part of this effort, ACCMA will be implementing the Interstate 580 Corridor Improvement Program in Alameda County.

**2.0 SERVICES TO BE PROVIDED / SCOPE OF WORK**

The ACCMA intends to retain a qualified professional engineering firm/team to provide design engineering and support services for the proposed Interstate 580 HOV Lane Project, Phase 1. The scope of work includes, but may not be limited to, preliminary engineering and final design services for the proposed improvements. The successful firm shall demonstrate competency in all fields of expertise required by this project and continuous availability of the qualified personnel proposed to perform the services required.

The project is on an accelerated schedule, as shown in Section 3.4, and it is imperative that all deliverables are completed within scheduled timelines. Therefore, the successful proposal shall commit adequate resources to dedicate to this project, and shall include a Schedule and Implementation Plan necessary to meet the timeline.

All project services and deliverables must adhere to current Caltrans requirements for project development of improvements on a facility included on the Interstate system. These requirements include adherence to design standards, regulations, policies and procedures for all work within State right of way at the time of project advertisement. Compliance with current Federal Highway Administration requirements is also necessary for all work within State right of way. Any work beyond the limits of the State right of way must adhere to current standards for the appropriate local agency, e.g. Alameda County, the Cities of Pleasanton, Dublin or Livermore. All work must be performed and work products prepared in a format and manner customarily anticipated by the appropriate approving agency.

The scope of services to be provided for the proposed Interstate 580 HOV Lane Project, Phase 1 shall be performed in two successive stages as follows:

Stage 1 – Preliminary Engineering

Stage 2 – Final Design (PS&E)

Proposals should separately address each stage of work. For the purposes of estimating resources in a proposal, assume that no structure widening will be required; any work beyond structure modifications necessary for an interim project utilizing existing structures will be considered as additional services as defined below. The successful proposal shall demonstrate the capacity and expertise to perform structure related services should they become necessary.

## **2.1 Stage 1 – Preliminary Engineering**

Stage 1 shall commence immediately following receipt of a Notice to Proceed from ACCMA, and shall consist generally of preliminary engineering services related to the eastbound Interstate 580 HOV Lane Project in Alameda County from the Greenville Overhead in Livermore to Hacienda Drive in Pleasanton, including preliminary engineering activities necessary to complement the Project Approval & Environmental Document (PA&ED) work currently underway by others for the proposed Interstate 580 HOV Lane Project, Phase 1. Below are the tasks that are anticipated to be required. The Design Consultant should add additional tasks as necessary.

### **2.1.1 Project Management**

- Make presentations to technical advisory committees and policy committees.
- Attend weekly project meetings.
- Prepare agendas and meeting minutes for distribution to project roster as determined by the ACCMA.
- Communicate and coordinate with staff at various participating or affected agencies (e.g. ACCMA staff, key stakeholders, regulatory agencies).
- On-call consultation and technical support to the ACCMA for the purpose of preparing a Project Report and Environmental Document for the I-580 HOV Lane Project alternative described herein.
- Interact with other consultants and vendors involved with the project; ongoing coordination with the CMA's contractor performing the work of preparing the Environmental Document and Project Report is required.
- Preparation of a preliminary project schedule with MS-Project, including milestones through the construction phase. Stage 1 scope of work must be performed in a timely manner to support the completion of the PA&ED phase by others.
- Preparation of a preliminary cost estimate based on the preliminary engineering in a format comparable to that included in the Project Report.

#### ***Deliverables***

1. Copies of presentations and/or handouts in hard copy and electronic formats.
2. Meeting agendas and records of meetings.

3. Project Schedule in MS-Project format
4. **Preliminary Cost Estimate**

#### **2.1.2 Preliminary Engineering Services**

- Develop preliminary geometric approval drawings for the eastbound Interstate 580 HOV Lane widening for one alternative consisting of median widening and outside widening to provide standard shoulder and lane widths within the project limits plus additional outside widening for an eastbound auxiliary lane between Airway Boulevard and El Charro Road (and possibly between Vasco Road and First Street).
- Constructability Review
- Utility Relocation Plans
- Draft Geotechnical Design Report
- Draft Materials Report
- Draft Bridge Foundation Report (if necessary)
- Draft Bridge Hydraulic Report (if necessary)
- Draft Drainage Report
- Draft Staged Construction Plans/Reports
- Draft Lane Closure Report
- Seismic Analysis & Strategy Report (if necessary)
- Structure Type Selection General Plans (if necessary)

##### ***Deliverables***

1. Geometric Approval Drawings consistent with current Caltrans standards.
2. Draft plans and reports as detailed above

#### **2.1.3 Additional Services**

- The ACCMA may wish to authorize additional services during the course of preliminary engineering to be provided by the Design Consultant. When this occurs, the ACCMA and the Design Consultant will agree on a scope of work for the additional services, including deliverables, and any adjustment(s) to the contract scope, schedule and/or compensation due to the consultant. The Design Consultant shall not proceed with any additional services until receipt of a written Notice to Proceed for the amended scope from the ACCMA.

##### ***Deliverables***

- To be determined along with the scope of any additional services.

## **2.2 Stage 2 – Final Design (PS&E)**

Stage 2 shall commence immediately following completion of the PA&ED phase, and shall consist generally of final design activities necessary for the preparation of a complete set of plans, specifications and estimates (PS&E) for the proposed Interstate 580 HOV Lane Project, Phase 1. Stage 2 work products shall be prepared in accordance with current Caltrans standards for project development of improvements on a facility included on the Interstate system. The final contract

plans shall include all necessary plan sheets required for the complete construction of the project and any additional plan sheets as required by Caltrans and by other stakeholders/reviewing agencies/permitting agencies. These plan sheets shall include, but are not limited to, the plan drawings as prescribed in the most current edition of the *Caltrans Drafting and Plans Manual of Instructions* at the time of final PS&E submittal. In addition, the Design Consultant shall be responsible for the preparation, submittal and approval all accompanying documents (i.e. various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, etc.).

The design effort will include roadway design generally consisting of earthwork, drainage, utility verification and relocation, structure modifications, electrical systems (traffic signals, lighting, ramp metering, Transportation Operation Systems (TOS) and others), signing, pavement delineation, stage construction/traffic control, material/foundation investigations, surveys, right-of-way engineering, right-of-way acquisition document preparation, permit preparation and other design features required to implement the project.

For the consultant work effort, the Design Consultant shall be familiar with and responsible for providing and performing the following tasks and activities. Submittals will consist of complete roadway and structures packages, submitted at one time. Below are the tasks that are anticipated to be required. The consultant should add additional tasks as necessary.

### **2.2.1 Project Management**

- Project Management
- Project Administration
- Project Scheduling
- Agency Coordination (further defined below)
- Project Progress Meetings and Reporting (further defined below)
- Project Meetings
- Project Quality Assurance / Quality Control Program

#### ***Deliverables***

1. Copies of presentations and/or handouts in hard copy and electronic formats.
2. Meeting agendas and records of meetings.
3. Project Schedule in MS-Project format
4. QA/QC Program

### **2.2.2 Interim PS&E (65% Submittal)**

#### ***Deliverables***

1. 65% Roadway Plans including Utility Relocation Plans (potholing must be completed by this submittal)
2. 65% (unchecked details) Structure Plans (if necessary)
3. Draft Final Bridge Foundation Report (if necessary)
4. Constructability Review
5. Bridge Design Calculations (if necessary)
6. First Submittal of Final Reports

7. Draft Agreements and Permits (Army Corps, CDF&G, RWQCB, BART, City, County, etc.)
8. TMP and TMP Report
9. Draft/Edited Special Provisions
10. Draft Construction Cost Estimate
11. Electronic copy of plans, design, reports, draft permits and draft agreements

### **2.2.3 Draft PS&E**

#### ***Deliverables***

1. 95% Roadway Plans
2. 95% Structure Plans (if necessary)
3. Independent Check Bridge Design Calculations (if necessary)
4. Final Foundation Report (if necessary)
5. Final Agreements and Permits
6. Fully Edited Special Provisions
7. Segregated Basic Engineer's Estimates (BEES)
8. Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions

### **2.2.4 100% Draft PS&E (100% Submittal)**

#### ***Deliverables***

1. Revised 100% Roadway PS&E
2. Revised 100% Structure PS&E (if necessary)
3. Final Independent Check Bridge Design Calculations (if necessary)
4. Final Reports
5. Constructibility Review
6. Final Agreements and Permits
7. Fully Edited Special Provisions
8. Segregated Basic Engineer's Estimates (BEES)
9. Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions

### **2.2.5 Final PS&E**

#### ***Deliverables***

1. Final Roadway PS&E
2. Final Structure PS&E (if necessary)
3. Final Reports, modified as necessary
4. Final Agreements and Permits
5. Final Special Provisions
6. Final BEES Estimate
7. Resident Engineer's Files and Survey Files
8. Permits, Agreements, Mitigation (PAM) Form
9. Project Files
10. Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions.

### **2.2.6 Right of Way Engineering**

For the purposes of this proposal, assume that no parcel acquisition will be required to implement the project.

- Right of way surveys checklist for special funded projects
- Land Net Data
- Preliminary and Final Title Reports
- Right-of-Way Hard Copy
- Right-of-Way Appraisal Map
- Right-of-Way Legal Descriptions and Deeds Packages
- Right of Way Certification
- Project and Right-of-Way Monumentation
- Right-of-Way Record and Monumentation Maps
- Electronic copy of plans and right-of-way plans documents

#### ***Deliverables***

1. Right of Way Certification

### **2.2.7 Design Services During Construction**

- Design Support Services During Construction

#### ***Deliverables***

1. As-Built Plans
2. Record of Survey
3. Electronic copy of Record of Survey and As-Built Plans

### **2.2.8 Additional Services**

- The ACCMA may wish to authorize additional services during the course of final design to be provided by the Design Consultant. When this occurs, the ACCMA and the Design Consultant will agree on a scope of work for the additional services, including deliverables, and any adjustment(s) to the contract scope, schedule and/or compensation due to the consultant. The Design Consultant shall not proceed with any additional services until receipt of a written Notice to Proceed for the amended scope from the ACCMA.

#### ***Deliverables***

- To be determined along with the scope of any additional services.

Should structure design work be required, all elements of structural design and development of the Bridge PS&E shall conform to the most current *Caltrans Bridge Design Information and Procedures Guide* and all Bridge Design Manuals including but not limited to the Caltrans Bridge Design Specifications, Caltrans Standard Details, Memos to Designers, Bridge Design Details Manual, and Bridge Design Aids Manual. Structure plans shall receive an independent design check. The Design Consultant shall provide copies of the independent check calculations to the Caltrans Office of Structures and to the ACCMA. The Design Consultant shall perform sufficient soil investigations to



determine the design parameters for design of the structures. The Bridge Foundation Report and Log of Test Borings shall be prepared in accordance with Caltrans Bridge Design Aids 15-3.

All roadway and structure submittals (plans, calculations, reports and associated documents) shall include evidence of quality assurance and quality control (QA/QC) reviews. The Design Consultant will be required to submit a QA/QC program to the ACCMA for review and approval. Major quality control reviews and procedures shall be identified which are specific for the project.

The Design Consultant shall supplement available mapping as required for design purposes. Additional field surveys, when necessary, shall be performed by the Design Consultant to determine existing topography and establish construction survey controls for tying into existing facilities.

The Design Consultant shall coordinate project development with all concerned agencies and shall secure the required permits. The ACCMA may assist the Design Consultant in determining the need for permits from other agencies. Concerned agencies may include, but are not limited to, the following:

- Alameda County Congestion Management Agency
- Caltrans
- City of Dublin
- City of Livermore
- City of Pleasanton
- Alameda County Department of Public Works
- Alameda County Flood Control and Water Conservation District
- United States Army Corps of Engineers
- California Department of Fish and Game
- United States Fish and Wildlife Services
- Regional Water Quality Control Board
- BART
- Federal Highway Administration
- Public Utilities Commission
- Specific utility companies as necessary
- Other stakeholders or reviewing agencies as necessary

Project progress meetings and reporting will include meetings between ACCMA staff and the Design Consultant to be held as often as deemed necessary as well as monthly reporting on work accomplished in the previous month and the status of the project progress, project schedule, project budget and any modifications to the base construction cost estimate. Project Development Team (PDT) meetings with ACCMA and other project stakeholders will be held at approximately one-month intervals. Minutes of the meetings will be prepared by the Design Consultant and furnished to attendees within three working days of the meeting. Approval of previous PDT meeting minutes shall be the first item on each PDT agenda.

### **3.0 IMPLEMENTATION OF I-580 HOV LANE PROJECT, PHASE 1**

#### **3.1 Background**

Congestion in the I-580 corridor is attributed to heavy commuter traffic during the weekday AM and PM commute hours. Congestion and delay are expected to increase along with continued growth projected for the region. The Caltrans PSR reports that in the year 2025, average daily traffic will increase by as much as 43%. The westbound AM peak traffic will increase by an average of 22% and the eastbound PM peak traffic will increase by an average of 95%.

In addition, I-580 is a main interregional corridor in the nine Bay Area counties. It is a transportation gateway serving the growing number of commuters choosing to live outside the region for lower housing prices or other quality of life reasons. The MTC travel projections show that in-commuting from outside the Bay Area will nearly double over the next 20 years. One of the largest increases will be coming from the Central Valley via Yolo and Sacramento counties and San Joaquin/Stanislaus/Merced counties. In addition, the I-580 Corridor is a major transportation gateway that handles the movement of goods and freight into and out of the region, as well as significant recreational travel, particularly on weekends and in the summer.

Notes from project history:

- In 1985, Caltrans I-580 Route Concept Report identified a need to improve I-580 between I-680 and Greenville Road.
- I-580 Transportation Corridor Concept Report for Year 2025 identified the need for HOV lanes on I-580 between I-680 and I-205.
- Tri-Valley Transportation Council's 1995 Action Plan identified the need for HOV lanes in the I-580 Corridor through Livermore.
- MTC's Blueprint for the 21<sup>st</sup> Century included commitments for HOV lanes in the I-580 Corridor.
- The State included I-580 as a major project in the Traffic Congestion Relief Program.
- The I-580 HOV project is a candidate project for TEA 21 Reauthorization funding. I-580 is a spur route to I-5 that serves major south-north regional traffic and would provide major access to the Homeland Security Organization at Lawrence Livermore National Lab.
- I-580 is essential in the event of a major earthquake. It is a "Lifeline Route" that facilitates movement between major staging areas and impacted areas following major earthquakes.

This project is listed in the Metropolitan Transportation Commission's (MTC) 1997 HOV Master Plan Update and is consistent with Assemblyman Tom Torlakson's regional transit connectivity studies, including the future Dublin BART station and regional express bus proposal. This project is also listed on the Governor's List of High Priority Projects, and in the Countywide and Regional Transportation Plans.

The I-580 Lane HOV Project was placed on hold in May of 2003, but restarted in late 2004 as the first phase of a multi-phase Tri-Valley Implementation Plan for the Rte 84, I-580 and I-680 Corridors.

### **3.2 Project Description**

The I-580 HOV Lane Project, Phase 1, proposes to construct an interim eastbound HOV lane on Interstate Route 580 in the existing median area from Hacienda Drive to Greenville Road. The actual beginning and ending limits of the HOV lane have not been finalized as the traffic operations studies are currently underway. Refer to Attachment B for Exhibit 1, project location map, and Exhibit 2, existing and proposed cross sections. Auxiliary lanes will be constructed in the I-580 eastbound direction at the following locations:

- Between El Charro Road/Fallon Road and Airway Blvd/Kitty Hawk Road
- Between Airway Blvd/Kitty Hawk Road and Future Isabel Avenue

Under this interim phase, the left shoulder would have a nonstandard width for the length of the HOV lane. The width would vary from 0.6 m to 2.4 m, if the center barrier is placed at the centerline of the freeway. If the concrete barrier is offset toward the north (the westbound traveled way side), a 3 m standard median shoulder could be provided along most of the corridor. A future extension of BART (by others) would require widening the median and freeway, shifting the new HOV lane outward, and widening structures, bridges, and culverts.

Early on, many alternatives and variations were considered but have since been determined to be beyond the current funding capacity. These alternatives and variations will be described in the project report and environmental document as background information since they will be addressed in future phases as funding becomes available. The project report and environmental studies will focus on the “No-build” Alternative and the fundable “Build” Alternative, which provides for construction of an Eastbound HOV Lane in the existing median, and auxiliary lanes as described above.

Traffic studies that are underway will encompass a larger study area in preparation for subsequent project phases. Additional areas to be studied include:

- I-580 between Tassajara Road/Santa Rita Road and the I-580/680 interchange
- I-680 between the Alcosta Boulevard Interchange and the Rte 84/I-680 interchange.

### **3.3 Project Status**

The following preliminary engineering work deliverables have or will be completed by others, and will be provided by the ACCMA to the Design Consultant:

1. Base Mapping / APE Mapping
2. One set of preliminary geometric plans for inclusion into the Draft Project Report; Bridge site data necessary for preparation of Structure Advance Planning Studies. Preliminary geometrics may be provided as hardcopies or electronically in MicroStation J format.
3. Utility relocation map (may be included on preliminary geometric plans), for inclusion in the Draft Project Report.
4. Capital cost estimate for inclusion in the Draft Project Report.
5. Approved Mandatory and Advisory Design Exception Fact Sheets for inclusion in the Draft Project Report.

6. Approved Exception to the Departments Utility Encroachment Policy, if required, for inclusion in the Draft Project Report.

**Additional Information:**

1. ACCMA is currently completing the PA&ED phase for this project.
2. The Caltrans/Consultant Team is refining preliminary engineering, conducting traffic and environmental studies, and updating a cost estimate for use in the preparation of a project report.
3. Caltrans and ACCMA have executed a cooperative agreement. Caltrans will provide Quality Assurance and perform the following:
  - a. Obtain current project CADD files
  - b. Determine R/W requirements for Interim alternative
  - c. Refine design to minimize project impacts (Interim alternative)
  - d. Review Geometric design with Caltrans/FHWA
  - e. Coordinate FHWA Approval of Conceptual Geometrics
  - f. Prepare bridge site plan for Advance Planning Study Design
  - g. Perform Value Analysis, if necessary
  - h. Assess Utility Impacts/Railroad Impacts
  - i. Prepare project cost estimates
  - j. Design Exception Fact Sheet
  - k. Obtain Design Exception Approval
4. Funding for the project is secured and will consist of a combination of federal, regional, and local funding. Initial phases will be fully funded by the Regional Measure 2 (RM2) program.

### **3.4 Project Schedule**

- |   |                  |
|---|------------------|
| • Draft Project Report for Caltrans QA Review | February 2005    |
| • Draft IS/EA for Caltrans QA Review          | April 2005       |
| • Obtain FHWA Approval to Circulate IS/EA     | August 2005      |
| • Complete PA & ED Phase                      | December 2005    |
| • Complete Final Design                       | March-April 2006 |
| • Ready To List                               | May 2006         |
| • Award Construction Contract                 | July 2006        |

The project is on an accelerated schedule with the goal of breaking ground for construction in July 2006. As part of the proposal, the consultant should include a schedule and implementation plan with identified resources necessary to meet the deadline.

## **4.0 PROPOSAL SUBMITTAL REQUIREMENTS**

Please prepare your proposal in accordance with the following requirements.

### **4.1 Proposal**

The proposal (excluding resumes and the transmittal letter) shall not exceed a total of the equivalent of 35 single-sided, 8.5" x 11" pages. Font size shall be at least 8 point. Resumes should be included in an appendix.

### **4.2 Transmittal Letter**

The proposal shall be transmitted with a cover letter describing the firm/team's interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with ACCMA shall sign the cover letter.

Address the cover letter as follows:

Stefan Garcia, P.E.  
Principal Transportation Engineer  
Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

### **4.3 Project Understanding**

This section should clearly convey the consultant's understanding of the nature of the work, including coordination with and approvals from ACCMA and any other affected agency.

### **4.4 Approach and Management Plan**

This section should provide the firm's/team's proposed approach and management plan for providing services. Include an organization chart showing the proposed relationships among consultant staff and ACCMA staff, as well as any other parties that may have a significant role in the delivery of this project. Proposals should separately address each stage of work.

### **4.5 Qualifications and Experience**

The proposal should provide the qualifications and experience of the consultant team that will be available for this project. Please emphasize the specific qualifications and experience from projects similar to this project for the key team members. Key team members are expected to be committed for the duration of the project. Replacement of any key team member will not be permitted without

prior consultation with, and approval of, the ACCMA.

#### **4.6 Staffing Plan**

The proposal should provide a staffing plan (by quarter) and an estimate of the **total hours** (detailed by position) required to complete the scope of work included in each stage of Section 2 above, as well as a summary of the hours by task and the overall project. Discuss the workload, both current and anticipated, for all key team members, and their capacity to perform the requested services according to your proposed schedule. Discuss the firm/team's approach for completing the services required for this project within budget, and to meet the completion deadlines. Proposals should separately address each stage of work.

#### **4.7 Work Plan and Schedule**

This section should include a description of how each task of the project will be conducted, identification of deliverables for each task and subtask, as well as an implementation schedule. The work plan should include sufficient detail to demonstrate a clear understanding of the project. Discuss the firm/team's approach for completing the project (as well as providing other design support services that may be requested for this project). Proposals should separately address each stage of work.

The schedule or schedules should support the preliminary schedule discussed in Section 3.4 above.

#### **4.8 Additional Relevant Information**

Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).

#### **4.9 References**

For each key team member, provide at least three references (names and current phone numbers) from recent work (previous three years) similar or relevant to this project. Include a brief description of each project associated with the reference, and the role of the respective team member.

#### **4.10 Submittal of Proposals**

Ten (10) copies of your proposal are due at the ACCMA offices no later than the time and date specified in Section 6.0, below. Envelopes or packages containing the proposals should be clearly marked, "**Proposals Enclosed.**"

## 5.0 SELECTION OF CONSULTANT

The overall process will be to evaluate the technical components of all the proposals completely and independently. The proposals will be evaluated based on the following criteria:

1. Qualifications and specific experience of key team members.
2. Project understanding and approach, including an understanding of ACCMA, Caltrans and other agency review, approval and coordination processes.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.
5. Schedule and capacity to provide qualified personnel.

Two or more of the firms/teams may be invited for interviews. The project manager and key team members should attend the interview. The evaluation/interview panel may include representatives from ACCMA, Caltrans, and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultants.

Once the top firm/team has been determined, ACCMA staff will start contract negotiations with firm/team. If contract negotiations are not successful, the second ranked firm/team may be asked to negotiate a contract with ACCMA, and so on. Provided negotiations are proceeding well, ACCMA may elect to initiate a portion of the work scope with a Notice to Proceed (NTP), prior to execution of the contract.

## 6.0 SELECTION PROCESS DATES

<i>Date</i>	<i>Time</i>	<i>Activity</i>
<b>February 9, 2005</b>	10:00 AM	Pre-proposal meeting at ACCMA.
<b>March 2, 2005</b>	4:00 PM	Proposals due at:  Alameda County Congestion Management Agency 1333 Broadway, Suite 220 Oakland, CA 94612  <i>Late submittals will not be accepted. Faxed or E-mailed submittals will not be accepted.</i>
<b>March 16, 2005</b>	9:00 AM – 4:00 PM	Tentative date for consultant selection interviews.

If you have any questions regarding this RFP, please contact:

Stefan Garcia, P.E.  
Principal Transportation Engineer, ACCMA  
Phone (510) 836-2560  
Fax (510) 836-2185  
sgarcia@accma.ca.gov

## **7.0 GENERAL CONDITIONS**

### **A. Limitations**

This RFP does not commit the Alameda County CMA to award a contract or to pay any costs incurred in the preparation of a proposal in response to this RFP.

### **B. Rejection of Proposals**

The Alameda County CMA reserves the right to reject any or all proposals.

### **C. Award**

All finalists may be required to participate in negotiations and to submit such price; technical or other revisions of their proposals as may result from negotiations. Accordingly, each initial proposal should be submitted on the most favorable terms from a price and technical viewpoint.

### **D. Work Scope Modifications**

The Alameda County CMA reserves the right to request changes to the staffing and/or scope of services contained in any of the proposals and to enter negotiations with any of the proposers regarding their submittal.

### **E. Contract**

A sample contract is shown in Attachment A. It is expected that the terms of the contract will be acceptable to the consultant.

### **F. Non - Discrimination**

Contractors shall not discriminate on the basis of race, color, national origin, sex, or physical disability in the performance of ACCMA contracts.

### **G. Levine Act**

Selected consultants will be required to disclose on the record any contribution of more than \$250.00 which they have made to an ACCMA Board member within the twelve-month period preceding the submittal deadline of this RFP. This applies to your company, any member of your team, any agents for you or other team members and to the major shareholders of any closed corporation, which is part of your team. If you have made a contribution which needs to be disclosed you must provide written notice of the date, amount and receipt of the contribution(s) to ACCMA's Executive Director, Dennis Fay. This information will need to be provided before the ACCMA can approve any contract.



## **8.0 ATTACHMENTS**

The following documentation is attached:

**8.1 Attachment A – Sample Contract**

**8.2 Attachment B – Project Exhibits 1 & 2**

**8.3 Attachment C – List of Firms That Received This RFP**